

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION
FINAL DRAFT INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2007-00140

PROJECT: 1900 Lasuen Road, El Encanto Hotel

December 17, 2008 February 5, 2009

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant/Agent: Trish Allen, Senior Planner, Suzanne Elledge Planning and Permitting Services, Inc.

Owner: Orient Express Hotels, Trains & Cruises

PROJECT ADDRESS/LOCATION (see *Exhibit A-Vicinity Map*)

The 6.7-acre project site (APN 019-170-022) is located at 1900 Lasuen Road. Access to the project site is provided by an existing driveway along Alvarado Place and an existing driveway along Mission Ridge Road. The site is in the Riviera neighborhood of the City of Santa Barbara.

PROJECT DESCRIPTION (see *Exhibit B-Project Plans*)

Site History: The project site is currently developed with the El Encanto Hotel, a resort hotel that has been in operation since 1918. A Master Plan, approved by the Planning Commission in 2004, consisted of the addition of five new cottages (containing nine new guest rooms for a total of 97 rooms), a 2,251 square foot expansion and remodel of the main hotel building, the onsite relocation of three historic cottages, the exterior alteration of four cottages, the interior renovation of all existing cottages, the reconfiguration of the parking areas, the removal of the tennis court and other site improvements. It was determined that the potential impacts associated with the 2004 Master Plan were less than significant and the project qualified for a categorical exemption under Section 15301, Existing Facilities.

Since the 2004 Master Plan approval, substantial structural problems were found within Cottages 4, 12 and the Main Building; therefore, Substantial Conformance Determinations were made in regard to the demolition and reconstruction of these buildings. The Historic Landmarks Commission reviewed and approved the requests to demolish and reconstruct these structures. Also, as required by the conditions of approval for the 2004 Master Plan, the demolition and reconstruction of each structure was evaluated in a Letter Addendum to the Historic Structures/Sites Report that was accepted by the Historic Landmarks Commission. Further, in the 2002 Historic Structures/Sites Report, these structures were determined to be non-contributing to the historic site. Also, a Staff Hearing Officer approval was granted on December 6, 2006 for a modification to allow a minor addition to Cottage 11 to encroach into the interior setback. The minor addition to cottage 11 was also reviewed and approved by the Historic Landmarks Commission. Also, as required by the conditions of approval for the 2004 Master Plan, the addition to the structure was evaluated in a Letter Addendum to the Historic Structures/Sites Report that was accepted by the Historic Landmarks Commission. No potentially significant environmental impacts were identified during the environmental review for these approvals. These projects were found to be categorically exempt from further CEQA review.

The hotel has been closed since September 2006 due to construction activities associated with the abovementioned approvals.

Proposed Project Components: The proposed project is a Revised Master Plan consisting of the following components: 1) a predominantly underground utility distribution facility and a surface valet parking lot with an operations facility below in the northwest corner; 2) Mission Village, consisting of 5 cottages with a valet parking garage below in the northeast corner; 3) Cottages 27 and 28; and 4) a swimming pool with a fitness center below.

The proposal also includes a realignment of a small portion of the sandstone wall at the main driveway entrance on Alvarado Place to provide better circulation. Also, a new trash enclosure, screening gate, retaining walls and landscaping are proposed for the service area adjacent to the Main Building. The four parking spaces that were previously approved in the service area would be relocated to the Mission Village parking structure.

There would be no increase in the number of guest rooms. The 2004 Master Plan included a total of 97 rooms. The Revised Master Plan includes a reconfiguration and combination of some of the guest rooms, resulting in a total of 92 rooms. A guest room matrix, that identifies the number of rooms per cottage, is provided on the project plans. The proposal includes a request to retain the 97 room entitlement, so that if needed in the future, five additional rooms could be created through reconfiguration of the interiors of the existing cottages. Also, there would be no increase in the number of employees. The proposed project is further described below.

1) Utility distribution facility and surface valet parking lot with operations facility below. As part of the 2004 Master Plan, a surface parking lot located in the northwest corner of the property was to be resurfaced and reconfigured to provide 52 valet parking spaces. The proposed design for the northwest corner of the property includes a utility distribution facility and a surface valet parking lot with an operations facility below.

The majority of the 2,796 square foot utility distribution facility would be located 17-22 feet underground, with two, small, one-story structures connected by a trellis element, located above ground. The structure on the west side (approx. 311 sq. ft.) would contain the electrical switch gear and the structure (approx. 620 sq. ft.) on the east side would contain a portion of the condensed water cooling equipment. A plaster wall and trellis would screen air ventilation equipment and silencers. The utility distribution facility is described as an integral component of the overall operation of the hotel. ~~It would include an electrical room, condensed water cooling equipment and air ventilation.~~ The condensed water cooling equipment would be a single pipe condensed water loop system (versus a traditional four pipe system) which allows for a common utility trench.

The surface valet parking lot would consist of 43 parking spaces and would be screened by a perimeter wall. The operating procedures for the surface valet parking lot which will be implemented by the hotel operator are as follows: 1) between the hours of 7:00 p.m. and 8:00 a.m., no vehicle will be locked/unlocked automatically with an audible alarm activation device, but will be locked/unlocked with a manual key; and 2) valet attendants will request that the driver of each vehicle disable their audible alarm system upon arrival. Five tree wells would be incorporated into the design to accommodate new trees. The 8,773 square foot operations facility would be located entirely subterranean below the valet parking lot and would include on-site laundry services, staff lockers, storage, and staff offices. The operations facility would also include a 743 square foot storage area that would extend underneath Cottage 29 (a cottage approved with the 2004 Master Plan) located directly to the east.

2) Mission Village with valet parking garage below. The 2004 Master Plan included the renovation of the existing Court Cottages (22, 23, and 24) and the reconfiguration of the surface parking lot located in the northeast corner of the site. The Revised Master Plan includes the demolition of these cottages and the construction of Mission Village. The Historic Landmarks Commission reviewed and approved the request to demolish the three structures on June 11, 2008. Also, as required, the demolition of the structures was evaluated in a Letter Addendum to the Historic Structures/Sites Report that was accepted by the Historic Landmarks Commission. Further, in the 2002 Historic Structures/Sites Report, these structures were determined to be non-contributing to the historic site. Mission Village would consist of five new cottages constructed over a partially underground parking garage with 51 valet parking spaces. Employee parking spaces would be located in this garage. The four parking spaces that were previously approved under the 2004 Master Plan to be located near the service entrance to the Main Building would be relocated to this parking garage. Vehicular access to the parking garage would be from the existing driveway on Mission Ridge Road.

The existing Court Cottages, built in 1976, consist of three, two-story detached structures containing 20 guest rooms and totaling 10,614 net square feet. The new Mission Village Cottages (30-34) would be composed of 26 guest rooms, in a combination of one and two-story structures in a Spanish Colonial Revival architectural style, and would total 11,434 square feet.

3) Cottages 27 and 28. Cottages 27 and 28, totaling 1,838 square feet, were previously approved with the 2004 Master Plan. These cottages were subsequently eliminated when the square footage associated with the cottages was transferred to the basement level of Main Building as part of a Substantial Conformance Determination. As a result, they were eliminated from the Master Plan. The Revised Master Plan includes a request for the "re-approval" of Cottages 27 and 28, which consists of 3 guest rooms and a total of 1,934 square feet. There is a slight increase in square footage over the previous approval. Cottages 27 and 28 would be located on the east side of the property, immediately south of the proposed Mission Village area, in substantially the same location as the previous approval.

4) Swimming pool and fitness center. The 2004 Master Plan included a remodel of the existing pool with an expansion of the pool deck area. The revised Master Plan would relocate the swimming pool to the west and a 2,775 square foot partially subterranean fitness center and pool equipment area would be constructed under the pool and pool deck.

Non-residential square footage: Currently, 7,021 square feet of non-residential floor area is available for the project site.

The proposed Revised Master Plan would require a total of 17,021 square feet of non-residential floor area. Since this amount exceeds the remaining available square footage, the project includes a request to transfer the additional 10,000 square feet of floor area from another site within the City through the transfer of existing development rights process allowed by the Zoning Ordinance. The majority of the proposed floor area to be transferred would be allocated to the operations facility (8,773 sq. ft.) and the storage area under Cottage 29 (743 sq. ft.). Both of these areas are underground and would serve as hotel operational functions (commonly known as 'back of house').

Parking: The 2004 Master Plan was approved with 97 parking spaces. The Revised Master Plan would include a total of 100 parking spaces. The surface valet parking lot in the northwest corner of the project site would include 43 parking spaces, 51 spaces would be provided in the Mission Village parking structure in the northeast corner, and the remaining six parking spaces would be provided in the motor court area close to the Main Building.

Grading: The total amount of grading for the proposed project is estimated to be 14,650 cubic yards of cut and 1,327 cubic yards of fill. Grading for the utility distribution facility, operations facility and surface parking lot would be 4,270 cubic yards of cut and 250 cubic yards of fill. Grading for Mission Village and parking structure would be 8,500 cubic yards of cut and 900 cubic yards of fill. Grading for Cottages 27 and 28 would be 540 cubic yards of cut and 25 cubic yards of fill. Grading for the pool and fitness center would be 1,340 cubic yards of cut and 152 cubic yards of fill.

Demolition/Construction: The project site is currently under construction. The demolition and construction associated with the Revised Master Plan is estimated to require approximately 15 months. Construction hours would be Monday through Friday, 8:00 AM to 5:00 PM.

Required Permits: The proposed project requires the following discretionary approvals:

1. Modification to allow the utility distribution facility to encroach into the front yard setback along both Mission Ridge Road and Alvarado Place (SBMC§28.27.050);
2. Modification to allow the surface parking lot to encroach into the front yard setback along Alvarado Place (SBMC§28.27.050);
3. Modification to allow Mission Village to encroach into the front yard setback along Mission Ridge Road and into the interior yard setback (SBMC§28.27.050);
4. Modification to allow Cottages 27 and 28 to encroach into the interior yard setback (SBMC§28.27.050);
5. Modifications to provide less than the required distance between buildings (SBMC§28.27.050.2);
6. Development Plan Approval, as defined within R-H Zone standards (SBMC§28.27.100);
7. Development Plan Approval to allocate 7,021 square feet of non-residential square footage from the Minor Addition and Small Addition categories (SBMC§28.87.300); and
8. Transfer of Existing Development Rights of 10,000 square feet of non-residential floor area to the project site (SBMC§28.95).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: The site has an average slope of 12 %, with an approximate elevation of 480 to 580 feet above mean sea level. The project site slopes in a southerly direction towards Lasuen Road.

Seismic/Geologic Conditions: According to the City's Master Environmental Assessment (MEA), the project site is located in an area of "low damage level to single family and small two to three story structures, low to moderate level damage to large structures and moderate damage to old structures." The City's MEA also indicates that the project site is located in an area of "minimal liquefaction potential," the upper 2/3's of the project site is located in an area of "minimal erosion potential," and the lower 1/3 of the project site is located in an area of "conditional erosion potential".

Flooding/Drainage: The project site is not located within a designated flood zone. The existing drainage flows from the north and northeast to the south and southwest. The system consists of asphalt berms and swales that drain into catch basins with concrete pipes. Through a combination of overland flow and concrete pipes, runoff eventually reaches a catch basin connected to the City's stormwater system located on Lasuen Road.

Fire Hazard: The project site is located in the High Fire hazard area.

Biological Resources: The project site is a historic setting that includes numerous eucalyptus trees and some specimen

trees throughout the site. There are no sensitive, endangered, rare or threatened species known to occur on the site.

Historic Resources: The City's Master Environmental Assessment identifies the overall project site as a Structure of Merit. Both contributing and non-contributing buildings are located onsite. Numerous historic structures reports have been prepared for the project site and are discussed further in Section 4. Cultural Resources below.

Archaeological Resources: The City's Master Environmental Assessment indicates that the project site is not within any of the City's cultural sensitivity zones.

Noise: The City's Master Environmental Assessment indicates that ambient noise levels on the project property are less than 60 dBA Ldn. Long-term noise affecting the project site is primarily from traffic along the public streets. Currently, the site is under construction; therefore construction noise is present. A noise study has been conducted of the project and proposed project and is discussed in Section 7. Noise below.

Hazards: The project site is not on any list that comprises the "Cortese List" of active hazardous waste sites.

Existing Land Use

Existing Facilities and Uses: The project site is currently developed with the El Encanto Hotel, a resort hotel that includes a restaurant available to the public. The hotel has been closed since September 2006 due to construction activities.

Access and Parking: Access to the project site is provided by two existing driveways, one on Alvarado Place and one on Mission Ridge Road. A total of 97 surface parking spaces were approved with the 2004 Master Plan.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number: 019-170-022	General Plan Designation: Residential, 3 units per acre
Zoning: R-2/4.0/R-H, Two Family Residential/ 4 units per acre/ Resort-Residential Hotel	Parcel Size: 6.7 acres
Existing Land Use: Hotel	Proposed Land Use: Hotel
Slope: Average 12 %	
SURROUNDING LAND USES:	
North: Residential	
South: Orpet Park/Residential	
East: Residential	
West: Riviera Park Research and Communications Center	

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations: The project site has a General Plan Land Use designation of Residential, 3 units per acre and a Zoning designation of R-2/4.0/R-H: Two Family Residential/ 4 units per acre/ Resort-Residential Hotel. Resort Hotels are a permitted use in the R-H zone.

General Plan Policies: The project site is located in the Riviera neighborhood, which is bordered on the north by Mission Ridge Road, on the south by Alameda Padre Serra, on the east by Sycamore Canyon Road and on the west by Mountain Drive. The General Plan designation for the site and the surrounding areas is Residential, 3 units per acre. Although most of the Riviera is developed with single-family residences, the Land Use Element acknowledges that there are exceptions, including the subject property with its hotel use and the adjacent Riviera Park Research and Communications Center. Based on the current status of the project site, it is not anticipated that the subject property would change to a residential use in the near future.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6 (See *Exhibit C – MMRP*).

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

Potential project related environmental impacts are considered in relation to an environmental baseline. The baseline considered in this IS/MND includes the existing physical environment and that development allowed and currently being constructed under the approved 2004 permit and subsequent substantial conformance determinations. Where the proposed project would add an incremental adverse impact in a specific resource category, potential cumulative impacts from past, present, and reasonably foreseeable future projects on and surrounding the site are considered in the analysis below.

1. AESTHETICS		NO	YES
Could the project:			<i>Level of Significance</i>
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less than significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less than significant
c)	Create light or glare?		Less than significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of ~~important public scenic~~ public and private views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a) Scenic Views

The City's Master Environmental Assessment (MEA) maps do not identify the parcel as being located in an area of visual sensitivity; however, the area is recognized by the public as an area of historic and aesthetic value, with the El Encanto being a major contributor. The project site is located in the Riviera neighborhood of the City of Santa Barbara, which is predominately residential except for the project site and the adjacent Riviera Park Research and Communications Center. The site is currently developed with a resort hotel that has been in operation since 1917. Orpet Park is located directly across Lasuen Road to the south. The four-acre park features ocean views, rare plants and trees, picnic tables and walking paths. The proposed buildings would not block any existing public views from the park towards the mountains to the north. The existing cottages located in the northeast corner are below the elevation of Mission Ridge Road and do not appear to block views across the hotel site from residences located uphill to the north. The new Mission Village cottages proposed for this northeast corner would be approximately the same height as the existing cottages and therefore, would not change any existing views. Additionally, other proposed buildings would be located further away from Mission Ridge Road and at a lower elevation due to the slope of the site and therefore, would not block any existing views across the site. The utility distribution facility is proposed in the northwest corner of the site, which is an area that is currently screened by heavy vegetation along Mission Ridge Road. Although existing vegetation is required to be removed from the right of way, the utility distribution facility, a small one-story structure, would be screened by new vegetation and would not block any existing view corridors.

The visual change resulting from the proposed project would not obstruct any public vantage points, does not include the removal of substantial amounts of vegetation or trees, and no designated open spaces would be impacted by the proposed project. While it is proper under CEQA to consider the project's effects on both public and private views, the question to answer is whether a project will adversely affect the environment of persons in general, not whether a project will affect particular persons. The obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact. Therefore, the impacts to scenic views would be less than significant.

1.b) On-Site Aesthetics

Each component of the Revised Master Plan, including both architectural and landscape design, -was reviewed separately by the Historic Landmarks Commission (HLC) and forwarded to the Planning Commission for consideration (*see Exhibit D- HLC Minutes*).

On June 28, 2006, Cottage 27 was determined to be acceptable by Commission and on July 26, 2006, Cottage 28 received positive comments from the Commission.

On March 21, 2007, the Commission reviewed the swimming pool and fitness center and accepted the design as proposed.

On June 11, 2008, the Commission reviewed the Mission Village with valet parking garage below and stated that it accepted the size, bulk and scale of the project and stated that the architecture was generally acceptable. Also, the Commission stated that parking podium needed to be modified in relation to the ground and architecture and that the scale of the proposed fountain be restudied.

On July 9, 2008, the Commission reviewed the utility distribution facility and surface valet parking lot with operations facility below and stated that it did not object to having surface parking in the northwest corner but commented that the parking lot should be lowered and should have a 60 foot long screening wall, with at least five feet in height at the lowest point, to block vehicle headlights. The Commission further commented that the wall should be plaster rather than sandstone and that breaks in the wall to allow for skylights (for the operations facility below) was acceptable. Also, the Commission stated that both lighting and noise should be minimized as much as possible, and as many eucalyptus trees as possible should be preserved. The applicant has addressed the comments of the HLC by submitting revised plans that maximize the screening of the parking lot by lowering the surface parking lot elevation and providing a site wall ranging

from approximately 5 to 7 feet and additional landscaping.

On December 10, 2008, the Commission reviewed the revisions to the entry on Alvarado Place and the service area adjacent to the Main Building. The Commission accepted the proposal with the following revisions: that the widening of the driveway be one half of the proposed width, that the new plantings be drought-tolerant, including those in the planter in the center of the driveway, and that the side of the trash enclosure facing the entry be sandstone.

The design of the proposed project, including both architectural and landscape design, will return to the HLC for preliminary and final approval, pending approval by the Planning Commission. Projects that receive positive comments from the HLC are generally found to not have significant aesthetic impacts assuming that the changes recommended by HLC are feasible. The HLC, during concept review and review of historic structures reports for the project, considered the proposed project in relation to the entirety of the site and previous approvals (2004 permit and substantial conformance determinations). Based on the generally positive comments received by the HLC, the project specific and cumulative impacts on onsite aesthetics impacts would be less than significant.

1.c) Lighting

The project site contains existing exterior lighting associated with the hotel and restaurant. All proposed changes to the commercial exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents or roads. Compliance with this ordinance as well as review and approval of the lighting plan by the HLC will ensure that the proposed exterior lighting does not result in a significant impact.

On July 9, 2008, the Commission reviewed the utility distribution facility and surface valet parking lot with operations facility below and stated that it did not object to having surface parking in the northwest corner but commented that the parking lot should be lowered and should have a 60 foot long screening wall, with at least five feet in height at the lowest point, to block vehicle headlights. The project plans have been revised to address these comments.

Therefore, project impacts on lighting and glare would be less than significant.

Visual Aesthetics – Mitigation

No mitigation required.

2. AIR QUALITY		NO	YES
Could the project:			<i>Level of Significance</i>
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any City air quality emission threshold? Long-term		Less Than Significant
	Short-term		Less than significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d)	Expose sensitive receptors to substantial pollutants?		Less than significant
e)	Create objectionable odors affecting a substantial number of people?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of

several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM₁₀) include demolition, grading, road dust, agricultural tilling and mineral quarries and vehicle exhaust (PM_{2.5}).

The City of Santa Barbara is part of the South Central Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

~~Presently, the South Coast Air Basin (SCAB) Santa Barbara County is considered in attainment of the for all federal ambient air quality standards but does not meet the 8-hour ozone and PM10 California ambient air quality standards, eight hour ozone standard, and in attainment of the state one hour ozone standard. The SCAB does not meet the state eight hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM10); but does meet the federal PM10 standard. There is not yet enough data to determine SCAB attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM2.5) or the state PM2.5 standard, although SCAB will likely be in attainment for the federal 2.5 standard.~~

Impact Evaluation Guidelines: A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM₁₀;
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM₁₀). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the 2007 Clean Air Plan emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore, impacts would be less than significant.

2.b) Air Pollutant Emissions

Long-Term (Operational) Emissions:

Long-term project emissions primarily stem from motor vehicles associated with the project and from stationary sources that may require permits from the APCD. Examples of stationary emission sources include gas stations, auto body shops, diesel generators, dry cleaners, oil and gas production and processing facilities, and water treatment facilities. Other stationary sources such as small wineries, residential heating and cooling equipment, wood burning stoves and fireplaces, or other individual appliances do not require permits from the APCD and are known as "area sources".

Because there is no increase in the number of guest rooms, Transportation Planning Staff determined that the proposed project would not generate any additional vehicle trips. Therefore, there would be no increase in the long-term vehicle emissions resulting from the proposed project. Also, the proposed project does not contain any stationary sources that require permits from APCD. The proposed utility distribution facility would emit only water vapor. Therefore, project impacts related to long-term air quality would be less than significant.

Short-Term (Construction) Emissions:

The project would involve grading (14,650 cubic yards of cut and 1,327 cubic yards of fill), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM₁₀ and PM_{2.5}). Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the proposed project would result in 2.69 tons per year of PM₁₀ and 0.73 tons per year of PM_{2.5}. Dust control measures (which are repeated in the mitigation measures below) are required for the project as standard conditions of approval; therefore, dust-related impacts are considered less than significant.

Construction equipment would also emit NO_x and ROG. However, in order for NO_x and ROG emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Using the URBEMIS 9.2.4 computer model, it is estimated that the proposed project will generate 4.68 tons per year of NO_x and 0.55 tons per year of ROG during construction. Construction emission control measures (which are repeated in the mitigation measures below) are required as standard conditions of approval for the project. Therefore, project impacts related to short-term emissions impacts would be less than significant.

Cumulative Impacts:

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. GCC is generally thought to be caused by increased emission of greenhouse gases (GHG) because these gases trap heat in the atmosphere. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes and human activities emit GHG and help to regulate the earth's temperature; however, it is believed that substantial emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world), with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively).

Because no significance thresholds or regulatory guidance currently exists for the generation of GHG emissions, impact determination would be overly speculative at this time. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new plan, additional guidance on how to deal with GHG emissions is anticipated.

Because the project would not add any additional vehicle trips or stationary sources and the long-term (operational) emissions are less than significant, cumulative impacts in regard to the generation of GHG emissions would be less than significant.

2.c) Cumulative Emissions

Since project impacts do not exceed any adopted significance thresholds and the project is consistent with the Clean Air Plan, cumulative project emissions impacts would be *less than significant*.

2.d) Sensitive Receptors

The proposed project would not generate any additional AM or PM peak hour trips and therefore would not be expected to generate dangerous concentrations of carbon monoxide at any location. Additionally, the project does not include stationary sources. However, sensitive receptors could be affected by fugitive dust and diesel particulate matter (diesel PM) from construction equipment and vehicle exhaust during project site grading. Particulate emissions from diesel exhaust are classified as carcinogenic by the State of California. Standard nuisance dust and diesel PM measures are required for the project as conditions of approval (repeated below as mitigations measures); therefore, nuisance dust and diesel PM impacts are considered *less than significant*.

2.e) Odors

The project is limited to hotel use and would not include land uses involving odors or smoke. Therefore, project impacts related to odors are considered *less than significant*.

Air Quality – Recommended Mitigation

- AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- AQ-2 Construction Dust Control - Watering.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.
- Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
- AQ-3 Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin.
- AQ-4 Construction Dust Control – Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.
- AQ-5 Construction Dust Control – Stockpiling.** If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- AQ-6 Construction Dust Control – Disturbed Area Treatment.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
- A. Seeding and watering until grass cover is grown;
 - B. Spreading soil binders;
 - C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
 - D. Other methods approved in advance by the Air Pollution Control District.
- AQ-7 Construction Dust Control – Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- AQ-8 Construction Dust Control – PEC.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their

duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District upon request.

The following shall be adhered to during project grading and construction to reduce NOx and diesel PM emissions from construction equipment:

- AQ-9 Portable Construction Equipment.** All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- AQ-10 Fleet Owners.** Fleet owners are subject to sections 2449, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of regulations (CCR) to reduce diesel particulate matter (and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. See <http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf>.
- AQ-11 Engine Size.** The engine size of construction equipment shall be the minimum practical size.
- AQ-12 Equipment Numbers.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- AQ-13 Equipment maintenance.** All construction equipment shall be maintained in tune per the manufacturer's specifications.
- AQ-14 Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- AQ-15 Diesel Construction Equipment.** Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- AQ-16 Engine Timing and Diesel Catalytic Converters.** Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.
- AQ-17 Diesel Replacements.** Diesel powered equipment shall be replaced by electric equipment whenever feasible.
- AQ-18 Idling Limitation.** Idling of heavy-duty diesel trucks during loading and unloading shall be prohibited; electric auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Implementation of Mitigation Measures AQ-1 through AQ-8 would further reduce less than significant impacts related to dust generation. Implementation of Mitigation Measures AQ-9 through AQ-18 would further reduce less than significant impacts related to diesel equipment emissions.

3. BIOLOGICAL RESOURCES		NO	YES
Could the project result in impacts to:			<i>Level of Significance</i>
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Less than significant
b)	Locally designated historic, Landmark or specimen trees?		Potentially Significant, Mitigable
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).		Less than significant
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?	X	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Native Wildlife and Habitat. There are numerous trees (eucalyptus, pine, cedar, pepper, palm) and other vegetation located throughout the project site. There are no sensitive, endangered, rare or threatened species currently known to occur on the site. The project site does not support any large contiguous natural communities nor function as an important wildlife movement or dispersal area or contain any wetland habitats. Therefore, impacts to protected species/habitats and natural habitats are considered less than significant. No impacts to dispersal/ migration corridors are anticipated.

3.b) Historically Significant Trees. The 2004 Master Plan approval included the removal of 33 trees, the relocation of seven trees and the addition of 120 new trees plus other new landscaping. None of the trees to be removed were determined to be significant trees. The Revised Master Plan proposal includes the removal of five eucalyptus trees along Alvarado Place, two trees adjacent to proposed cottage 27 (evergreen pear and carob), a pittosporum hedge and junipers near the motor court, and two eucalyptus trees, one ligustrum tree, five ornamental pear trees and one carob tree in the proposed Mission Village area. An Addendum to the Historic Structures/Sites Report was prepared by Preservation Planning Associates dated November 9, 2008 addressing historically significant trees that may be impacted by the project. The report identifies a group of five eucalyptus trees, located along Alvarado Place in the northwest portion of the site as historically significant to the hotel setting. See Cultural Resources section below for a more detailed discussion. Impacts to the five historically significant eucalyptus trees as a result of the development in the northwest corner are considered potentially significant, mitigable.

The five eucalyptus trees are not considered biologically significant; therefore, the impacts to biological resources would be less than significant.

Biological Resources – Required Mitigation

CR-2: Eucalyptus Tree Preservation: The eucalyptus trees, located along Alvarado Place in the northwest portion of the site, and identified as historically significant, shall be retained unless an City-approved arborist determines that their preservation is not feasible or recommended due to their existing condition relative to life expectancy, disease, or safety reasons. The final design shall, to the maximum extent feasible, preserve the eucalyptus trees located along Alvarado Place. Prior to building permit issuance, final plans shall be accompanied by a City-approved arborist report stating that the design will not adversely impact the eucalyptus trees and shall be subject to the review and approval of the City's Environmental Analyst. If any of the trees are to be removed pursuant to the arborist determination, the trees shall be replaced with skyline trees.

Biological Resources – Residual Impacts

Implementation of Mitigation Measure CR-2 would reduce significant impacts to historic trees to less than significant.

4. CULTURAL RESOURCES		NO	YES
Could the project:			<i>Level of Significance</i>
a)	Disturb archaeological resources?		Less than significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?		Potentially Significant, Mitigable
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map* indicates that the project site is not located within any of the cultural sensitivity zones. Therefore, project impacts to archaeological resources are less than significant. However, as with any ground disturbing activity, there is the remote possibility of encountering

unknown buried deposits. For this reason contractors and construction personnel should be alerted to the possibility of encountering archaeological resources within the project parcel. If archaeological resources are encountered, work in the area of the find should be halted and a professional archaeologist consulted.

4.b) Historic Resources

On June 10, 1998, the Historic Landmarks Commission (HLC) designated the hotel site as a Structure of Merit. As part of the 2004 Master Plan, a Historic Structures/Sites Report prepared by Preservation Planning Associates dated December 2002 was accepted by the HLC on January 8, 2003. The report included an assessment of significance for each of the existing buildings. Buildings 2, 3, 5, 6, 8, 10, 11, and 14 – 19 would each be eligible for Landmark designation. The Main Building (building 1) and buildings 7, 9, 20 and 21 would each qualify as a Structure of Merit. All other buildings (4, 12, 13, 22, 23, and 24) would be non-contributing to the district. The report also states that the pergola, lily pond, rockery, and wishing well features appear to be eligible for designation as Landmarks. The rolling lawns are also considered a significant historic resource. The report further states that the El Encanto is eligible for listing at the local level as a district in the California Register of Historic Resources and is eligible for the National Register at the local level as a district containing both contributing and non-contributing buildings. As a condition of approval for the 2004 Master Plan, the owner is required to apply for the property to be a City Historic District, prior to the issuance of a Certificate of Occupancy. Compliance with this condition of approval is still pending.

Another condition of approval requires that all architectural plans for designs of new buildings and proposed new features and alterations to existing historic buildings shall be reviewed by a City-qualified architectural historian to ensure that the alterations follow the Secretary of the Interior's Standards. A Letter Report stating that these Standards have been met is required be submitted and approved by the Historic Landmarks Commission. Also, it was determined that alterations to all buildings, both contributing and non-contributing, are to be reviewed by the Historic Landmarks Commission.

To address the Revised Master Plan, an Addendum to the 2002 Historic Structures/Sites Report was prepared by Preservation Planning Associates dated November 9, 2008 (see ***Exhibit E-Addendum***). The Addendum report was a comprehensive and evaluated all components of the Revised Master Plan, except the minor changes to the driveway and service area, in relation to the entire site, the project approved in 2004 and subsequent substantial conformance determinations, and neighboring sites. The original 2004 report and addendum address landscaping that may contribute to the historic character of the project site. The report identifies a group of five eucalyptus trees, located along Alvarado Place in the northwest corner as historically significant, not as individual trees but as a group that is part of the hotel setting. The report found that removal of the trees for reasons other than health and safety concerns would constitute a significant impact to historic resources. All other potential impacts to historic resources as a result of the project were identified in the historic structures report as being less than significant (Class III or less than significant without mitigation).

The Addendum report was accepted by the HLC on November 12, 2008 with the following conditions: that a baseline site plan be attached to the report; that the report provide stronger language regarding preserving as many eucalyptus trees along Alvarado Place as possible; that canopy trees are not acceptable replacement trees, and that design changes shall occur to provide space to preserve the eucalyptus trees, to the maximum extent feasible. The Commission also stated that the acceptance of the report does not confer the Commission's acceptance of the current configuration of the utility distribution facility and parking lot shown on the plans. The revised report, as revised and accepted by the HLC, will includes the a mitigation measure included below to preserve the eucalyptus trees to the maximum extent feasible unless the trees are diseased and/or pose a threat to public safety. The report and HLC concluded that with implementation of this mitigation measure, impacts to historic resources associated with the trees would be less than significant (Class II- or less than significant after mitigation).

On December 11, 2008, the HLC reviewed the proposed changes to the driveway entry and the service area adjacent to the Main Building and determined that an Addendum to the Historic Structures/Sites Report would not be required for this part if the proposed project. Therefore, impacts project specific and cumulative impacts associated with the to the five eucalyptus trees as a result of the development in the northwest corner are considered potentially significant, mitigable. All other project impacts would be less than significant.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have no impact on historic, ethnic or religious resources.

Cultural Resources – Recommended Mitigation

CR-1 Unanticipated Archaeological Resources Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Cultural Resources – Required Mitigation

CR-2 Eucalyptus Tree Preservation: The eucalyptus trees, located along Alvarado Place in the northwest portion of the site, and identified as historically significant, shall be retained unless an City-approved arborist determines that their preservation is not feasible or recommended due to their existing condition relative to life expectancy, disease, or safety reasons. The final design shall, to the maximum extent feasible, preserve the eucalyptus trees located along Alvarado Place. Prior to building permit issuance, final plans shall be accompanied by an City-approved arborist report stating that the design will not adversely impact the eucalyptus trees and shall be subject to the review and approval of the City's Environmental Analyst. If any of the trees are to be removed pursuant to the arborist determination, the trees shall be replaced with skyline trees.

Cultural Resources – Residual Impacts

With the implementation of the mitigation measures, the project specific impacts would be less than significant.

5. GEOPHYSICAL CONDITIONS		<i>NO</i>	<i>YES</i>
Could the project result in or expose people to:			<i>Level of Significance</i>
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?		Less Than Significant
e)	Subsidence of the land?		Less Than Significant
f)	Expansive soils?		Less Than Significant
g)	Excessive grading or permanent changes in the topography?		Less Than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil loses shear strength during

earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: A Geologic Hazards Report prepared by MNS Engineers, Inc. dated April 8, 2004 was previously submitted as required for a building permit for the 2004 Master Plan (*see Exhibit F – Geologic Hazards Report*). The report states that the site is not within a State of California Fault Hazards Zone. The closest known active or potentially active faults are the Mission Ridge fault system, and the Sycamore fault which are mapped approximately 2,000 feet and 1,500 feet north of the site, respectively. Based on the distance between the site and the mapped faults, impacts due to surface fault rupture would be less than significant.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4 per 2001 California Building Code (CBC), Chapter 16, Figure 16-2). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. Generally, ground shaking is considered a potentially significant impact; however, structural requirements for the project required by the California Building Code (CBC) would ensure these impacts are less than significant. Also, the City's Master Environmental Assessment (MEA) indicates that the project site is located in an area of "low damage level to single family and small two to three story structures, low to moderate level damage to large structures and moderate damage to old structures." The MEA also indicates that the project site is located in an area of "minimal liquefaction potential." Therefore, impacts from ground shaking or liquefaction would be less than significant.

Seiche and Tsunami: The elevation of the site is approximately 480 to 580 feet above mean sea level. Based on the City's Master Environmental Assessment map, the project site is not located in an area subject to seiche or tsunami. Therefore, there would be no impact related to seismic hazards such as seiche or tsunami.

5.d-f) Geologic or Soil Instability

Landslides: The project site is located on relative flat-lying to gently sloping terrain (approximately 12%) and, according to the Geologic Hazards Report, is not in an area of known slope instability or landslides. Therefore, impacts associated with landslide hazards would be less than significant.

Subsidence/Expansive Soils: The City's Master Environmental Assessment (MEA) identifies the project site as having minimal expansiveness of soil. Therefore, project impacts associated with subsidence and expansive soils would be less than significant.

5.g) Topography; Grading/ Erosion

Topographic Changes: The project site has an average slope of approximately 12%. The existing site topography would not need to be substantially altered to construct the project. Therefore, project impacts related to topography are less than significant.

Grading/ Erosion: The proposed project includes approximately 14,650 cubic yards of cut and 1,327 cubic yards of fill. The majority of the grading, which is associated with the underground parking structure and the underground operations facility, would not substantially alter the existing topography. The City's MEA indicates that the upper 2/3's of the project site is located in an area of "minimal erosion potential" and the lower 1/3 of the project site is located in an area of "conditional erosion potential". Project impacts related to grading and erosion are considered less than significant.

Geophysical Conditions - Mitigation

No mitigation required.

6. HAZARDS Could the project involve:	NO	YES <i>Level of Significance</i>
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less than significant
b) The creation of any health hazard or potential health hazards?		Less than significant
c) Exposure of people to existing sources of potential health hazards?		Less than significant
d) Increased fire hazard in areas with flammable brush, grass, or trees?		Less than significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard.

6.a,b,c) Public Health and Safety

Hazardous Materials and Safety Risks:

The proposed project is not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials. Additionally, the site is not listed on the Cortese list or any other list of contaminated sites. Impacts related to hazardous materials and safety risks would be less than significant.

6.d) Fire Hazard

The project site is located in the High Fire hazard area and is subject to the high fire landscape guidelines. The proposed project is not a change in use and the hotel has an evacuation plan that has been approved by the Fire Department. Also, the preliminary landscape plan has been reviewed and accepted by the Fire Department. The Fire Department will require that there be a separation between the crowns of the eucalyptus trees, that the trees be trimmed back from the public road so as to not cause a hazard to the road way, that limbs be pruned to provide a ten foot clearance from the eaves of any buildings, and that any dead wood be removed. According to the Fire Department, the approved evacuation plan is not required to be updated at this time. Therefore, impacts related to fire hazard would be less than significant.

Hazards - Mitigation

No mitigation required.

7. NOISE Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increases in existing noise levels? Short-term construction		Potentially Significant, Mitigable
Long-term Operational		Less than significant
b) Exposure of people to severe noise levels?		Less than significant

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
 - Hotel (transient lodging): Normally acceptable maximum exterior ambient noise level of 70 dB(A); maximum interior noise level of 45 dB(A).
 - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

Noise currently affecting the project site and neighboring areas is primarily from traffic along Alvarado Place, Lasuen Road and Mission Ridge Road. According to the City's Master Environmental Assessment (MEA), the project site is in an area with a noise contour of less than 60 dB(A).

A Sound Impact Analysis Report prepared by Newson Brown Acoustics LLC dated November 20, 2008 (see *Exhibit G*) and follow up Addendum dated January 27, 2009 (see *Exhibit I*) evaluates the impact of the proposed project on the ambient noise level. The report presented an analysis of potential noise impacts to the surrounding residential areas of the following components: utility distribution facility, surface parking lot, Mission Village and garage, traffic noise from valet parking lots as well as traffic associated with nine additional rooms (approved with the 2004 Master Plan and not yet under construction). The report concludes that the operational noise levels associated with the Revised Master Plan would be well below the City's acceptable exterior thresholds of 60 dB(A) for residential areas and 70 dB(A) for hotels and 45 dB(A) for interior areas. However, as shown in the noise report, the applicant has incorporated into the project several design measures to reduce noise levels generated by the project. Therefore, long-term operational noise impacts are considered less than significant.

Temporary Construction Noise:

Noise during construction is generally intermittent and sporadic and, after completion of initial grading and site clearing activities, tends to be quieter. As confirmed by the Sound Impact Analysis Report, noise generated during project grading activities would result in a short-term adverse construction impact to sensitive receptors in the area. Given the relatively long construction period proposed (15 months) short term noise impacts to sensitive receptors could be potentially significant but mitigable. The level of the adverse effect could be reduced through limiting the hours of construction activities and use of equipment mufflers and barriers as needed. Implementation of standard short-term construction related noise mitigation measures, as well as the measures recommended in the sound report and outlined below, would reduce any potentially significant impacts to sensitive receptors in the area to less than significant.

Noise – Required Mitigation

- N-1: Construction Notice.** At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.
- N-2: Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.
- Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. by the Chief of Building and Zoning per Section 9.13.015 of the Municipal Code) between the hours of 5 p.m. and 8 a.m. weekdays. In the event of such night work approval, the applicant shall provide written notice to all property owners and residents within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of any. Night work shall not be permitted on weekends and holidays.
- N-3: Construction Equipment Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
- N-4: Sound Barriers.** As determined necessary by the Planning Division, the project shall employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents.

- N-5: Location of Equipment.** Siting of cranes, hoists, or other semi-stationary heavy equipment shall be as far away noise-sensitive uses as practical, consistent with construction requirements.
- N-6: Electrical Powered Equipment.** Electrical powered equipment shall be used instead of equipment driven by internal combustion engines where feasible.
- N-7: No Idling of Equipment.** Equipment shall not be left idling for long periods; instead, it should be switched off.
- N-8: Location of Delivery Area.** An area shall be designated for delivery of materials and equipment to site. This area shall be located as far from residential properties as is practical, consistent with construction requirements. This area shall be protected by a temporary barrier blocking the line of sight from the source to any operable residential window.

Noise – Residual Impact

Implementation of the mitigation measures would reduce potentially significant short term noise impacts to sensitive receptors to less than significant levels.

8. POPULATION AND HOUSING		NO	YES
Could the project:			Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Therefore, growth-inducing impacts would be less than significant.

8.b) Housing Displacement

The project would not involve any housing displacement because no housing is currently located onsite. Therefore, no impacts related to housing displacement would result from the project.

Population and Housing - Mitigation

No mitigation is required.

9. PUBLIC SERVICES		NO	YES <i>Level of Significance</i>
Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:			
a)	Fire protection?		Less than significant
b)	Police protection?		Less than significant
c)	Schools?		Less than significant
d)	Maintenance of public facilities, including roads?		Less than significant
e)	Other governmental services?		Less than significant
f)	Electrical power or natural gas?		Less than significant
g)	Water treatment or distribution facilities?		Less than significant
h)	Sewer or septic tanks?		Less than significant
i)	Water distribution/demand?		Less than significant
j)	Solid waste disposal?		Potentially Significant, Mitigable

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9a-b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be affected by growth, although no appropriate/acceptable levels of service have been established.

The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be less than significant.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The proposed project would not result in an increase of employees and would not be expected to generate new elementary and secondary students. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. School District Fees are also already required for new commercial and residential development to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, project impacts to schools would be less than significant.

9.g,h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

The existing development on the site is estimated to demand 14.55 AFY of water (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2). The proposed project, which does not include an increase in guest rooms, is anticipated to have no increase in water demand; therefore, the proposed project which would not significantly impact the City's water supply.

The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. Since there is no increase in demand, the proposed project would constitute a less than significant impact to the City water supply, treatment, and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, with current average daily flow 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The existing sewer demand for the existing development is estimated to be 12.20 AFY or 10,884 gallons per day. Since there is no increase in demand, the proposed project would constitute a less than significant impact to the City sewer system and sewage treatment plant.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). For the proposed hotel project, the amount of long-term solid waste generation is based on the number of guest rooms. Because the number of guest rooms would not increase, the proposed project is not anticipated to generate any additional solid waste. Also, with application of source reduction, reuse, and recycling, landfill disposal of any solid waste would also be reduced by 50%. Therefore, the project impacts related to solid waste generation are considered less than significant.

Short-Term (Demolition and Construction). The solid waste generation/disposal thresholds adopted by the County do not apply to short-term construction projects. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. Draft solid waste generation guidelines have been developed by the County of Santa Barbara; however, it should be noted that these numbers have not been adopted. Based on their guidelines, it is anticipated that the proposed project could potentially generate 835.3 tons of waste for demolition and construction. According to the County's draft thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. The proposed project would be considered to have a potentially significant, mitigable impact based on its construction-related solid waste generation. Although the 350 ton threshold has not been formally adopted by the City, the amount of construction waste anticipated to be generated by the project warrants mitigation. The implementation of a Solid Waste Management Plan that includes measures to reduce, re-use, and recycle construction and demolition waste to the extent feasible would reduce short-term waste disposal impacts to a less than significant level. Additionally, the applicant has proposed measures to reduce construction-related solid waste generation to the maximum extent feasible.

Public Services – Required Mitigation

PS-1 Solid Waste Management Plan: The Applicant shall develop and implement a Solid Waste Management Plan to reduce waste generated by construction and demolition activities. Consistent with City of Santa Barbara ordinances and in order to achieve the waste diversion goals required by state law, the Contractor may choose to separate waste and recyclables on-site or use a combination of source separation and a construction and demolition (C&D) sorting facility. The Solid Waste Management Plan shall include the following:

1. Contact information: The name and contact information of who will be responsible for implementing the Solid Waste Management Plan.
2. Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90% of demolition and construction materials shall be recycled or reused.
3. Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.
4. Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.
5. Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.
6. Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site Solid Waste Management Plan.
7. Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the Project.
8. Contingency Plan: An alternate location to recycle and/or stockpile C&D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).
9. Implementation and Documentation of Solid Waste Management Plan:

- a. **Manager:** The Permit Applicant or Contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the Solid Waste Management Plan for the Project Site Foreman. The contact will notify the Public Works Department immediately should any deviance from the Solid Waste Management Plan be necessary.
- b. **Distribution:** The Contractor shall distribute copies of the Solid Waste Management Plan to the Job Site Foremen, impacted subcontractors, and the Architect.
- c. **Instruction:** The Permit Applicant or Contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.
- d. **Separation and/or Collection areas:** The Permit Applicant or Contractor shall ensure that the approved recycling and waste collection areas are designated on site.
- e. **Construction of Recycling and Waste container facilities:** Inspection shall be made by Public Works to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.
- f. **Hazardous wastes:** Hazardous wastes shall be separated, stored, and disposed of according to federal, state and local regulations.
- g. **Documentation:** The Contractor shall submit evidence at each inspection to show that recycling and/or reuse goals are being met and a Summary of Waste Generated by the Project shall be submitted on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The Summary shall be submitted on a form acceptable to the Public Works Department and shall contain the following information:
 - Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).
 - Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).
 - Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.
- h. **Contingency Plan:** The Permit Applicant or Contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a Contingency Plan.

Public Services - Residual Impacts

Implementation of the identified mitigation measures would reduce the impact of sold waste generation/ disposal to less than significant levels.

10. RECREATION		NO	YES
Could the project:			<i>Level of Significance</i>
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?	X	
b)	Affect existing parks or other public recreational facilities?		Less than significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park

and recreation facilities.

- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The proposed project, which does not include an increase in guest rooms or employees, is not anticipated to result in an increase in demand for park or recreational opportunities in the general area. Therefore, the proposed project would result in no impact to recreational facilities.

Orpet Park, located across Lasuen Road to the south across Lasuen Road, is within the NRPA ¼ to ½-mile radius standard of the proposed project site. People either working at the project site or visiting would have access to this neighborhood park, as well as to other community, beach, regional, open space and sports facility parks, and all City recreation programs.

10.b) Existing Recreational Facilities

The project site is located in the Riviera neighborhood of the city. Orpet Park is located directly to the south of the project site across Lasuen Road. Other nearby recreational areas include the Mission Historical Park and the A.C. Postel Garden as well as the Waterfront and beaches. The proposed project is not anticipated to result in an increase in demand for park services. Therefore, impacts to existing recreational facilities would be less than significant.

Recreation - Mitigation

No mitigation required.

11. TRANSPORTATION/CIRCULATION		NO	YES
Could the project result in:			<i>Level of Significance</i>
a)	Increased vehicle trips? Long-Term Short-Term		Less Than Significant Less Than Significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Less Than Significant
c)	Inadequate emergency access or access to nearby uses?		Less Than Significant
d)	Insufficient parking capacity on-site or off-site?		Less Than Significant
e)	Hazards or barriers for pedestrians or bicyclists?		Less Than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

- (a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
- (b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

Long-Term Traffic

During the review of the 2004 Master Plan, Transportation Planning staff used the ITE manual's rate for a convention hotel (310), and determined that the proposal would result in a net increase of 6 AM peak hour trips, 6 PM peak hour trips, and an estimated 95 average daily trips (ADT) based on a Saturday ADT rate. The proposal did not exceed the City's trip threshold which triggers an impact when project trips reach an already impacted intersection of level of service C or below during peak hours of travel. It was determined that the six peak hour trips would be distributed before reaching any currently impacted intersections and Staff did not anticipate traffic impacts once the new trips are distributed to the adjacent street network.

For the current Revised Master Plan, Transportation Planning Staff determined that the proposed project would not generate any additional traffic trips because the proposed project does not include an increase in the number of guest rooms, square footage of restaurant space, or the number of employees. Therefore, the project impacts relative to long-term traffic would be *less than significant*.

Short-Term Construction Traffic

The project site is currently under construction. The demolition and construction associated with the Revised Maser Plan is estimated to require approximately 15 months. Construction hours would be Monday through Friday, 8:00 AM to 5:00 PM. The project would generate construction-related traffic that would occur over the 15-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. In this case, while the construction period is long, given the low traffic levels in the area, lack of nearby impacted intersections, and phasing of the construction process, short-term construction-related traffic would be a *less than significant* impact. Standard conditions of approval would be applied, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic.

11.b,c, e) Access/ Circulation/ Safety

Access to the project site is provided by two existing driveways, one on Alvarado Place and one on Mission Ridge Road. Both existing site driveways will be maintained. The driveway on Alvarado Place will be reconfigured to provide better circulation. The parking space, located in the public right of way, would be removed, thereby eliminating any potential safety concerns. Therefore, project impacts to access and circulation would be *less than significant*.

11.d) Parking

Existing Parking Supply and Parking Demand

The project site is currently developed with a resort hotel, the El Encanto Hotel. As part of the 2004 Master Plan, the parking onsite was to be reconfigured to create two main parking areas, one in the northwest corner and one in the northeast portion of the site. Two parking spaces were eliminated to result in a total of 97 spaces. A total of 97 surface parking spaces were approved with the 2004 Master Plan to meet the demand for 97 guest rooms.

Project Parking Supply and Parking Demand

The Zoning Ordinance requirement for the resort hotel is 97 spaces; however, Transportation Staff has determined that the hotel should meet the peak demand for the proposal which is 100 spaces. Therefore, the Revised Master Plan would include a total of 100 parking spaces. The surface valet parking lot in the northwest corner of the project site would include 43 parking spaces (9 spaces less than the previously approved plan), 51 spaces would be provided in the Mission Village parking structure in the northeast corner, and the remaining six parking spaces would be provided in the motor court area close to the Main Building. The parking space located adjacent to Cottage 20 is required to be removed because it is in the right of way.

Based on the parking demand for the hotel, the proposed project would provide an adequate amount of parking and the impact to parking supplies in the project area would be *less than significant*.

Transportation - Mitigation

No mitigation required.

12. WATER ENVIRONMENT	NO	YES
Could the project result in:		<i>Level of Significance</i>
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than significant
b) Exposure of people or property to water related hazards such as flooding?		Less than significant
c) Discharge into surface waters?		Less than significant
d) Change in the quantity, quality, direction or rate of flow of ground waters?		Less than significant
e) Increased storm water drainage?		Less than significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,c,d,e) Drainage, Runoff and Water Quality

Long-Term

The project site is not located within a designated flood zone. The existing drainage flows from the north and northeast to the south and southwest. The system consists of asphalt berms and swales that drain into catch basins with concrete pipes. Through a combination of overland flow and concrete pipes, runoff eventually reaches a catch basin located on Lasuen Road.

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained on-site and that projects be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period.

A Preliminary Hydrology Report and Drainage Study was prepared by Tri-Net Engineering dated December 9, 2008 (see *Exhibit H*). The report describes a new drainage system, which includes grated catch basins and pipes to be used in combination with grass or gravel-lined swales. The proposed Post Construction BMP's treatment for the 1"/24 hr. storm

event would include planter boxes at roof drains, permeable pavement/pavers, open vegetated swales, manmade filters in catch basins, and bioretention area(s) as necessary. The runoff would continue to flow in the same general direction with added catch basins and swales to more efficiently handle the flow. Calculations were performed to evaluate the 1"/24 hr. storm event. The report concludes that the proposed BMP's will be sufficient to treat the 1"/24 hr. frequency storm. In the event that a larger frequency storm should occur, the site is designed to direct the runoff away from the structures, and continue southwesterly down the hill, to eventually end up at the catch basin located on Lasuen Road. The catch basin on Lasuen Road has a local depression for temporary ponding and with the new grading and drainage design there should not be ponding from a 25-year storm event.

Following project approval, final grading and construction drawings and public improvements plans for proposed project would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. Therefore, long-term project impacts related to drainage are considered to be less than significant.

Short-Term

Project grading activities create the potential for erosion and sedimentation affecting water quality. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. With compliance with applicable regulations and the implementation of standard erosion control measures, surface water quality impacts would be less than significant.

12.b) Flooding

The project site is not located in a flood hazard zone or in an area prone to flooding. The flooding potential would not change following project construction, nor would the project substantially alter the course or flow of flood waters. Therefore, project impacts related to flooding are considered less than significant.

Water Resources – Recommended Mitigation

W-1 Drainage and Water Quality. Final project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. At a minimum, any increase in stormwater runoff (based on a 25-year storm event) shall be retained on-site, and the project shall be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-2 Erosion Control/Water Quality Protection Plan. Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare a final erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies:

- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management

- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

W-3 Minimization of Storm Water Pollutants of Concern. The Owner shall submit final project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project.

W-4 Storm Drain System Stenciling and Signage. Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually.

W-5 Passive Drainage Techniques. Passive/nature water treatment design techniques such as bioswales, infiltration basins, etc, shall be incorporated into open space areas, groundcover, and courtyards to treat the small, frequent storm events that impact water quality in Santa Barbara (a 1 inch storm event, over a 24-hour period). These types of passive/natural capture and filtration design options shall be implemented as opposed to mechanical/underground options, which pose maintenance problems and often times, do not treat runoff as efficiently. These measures shall be incorporated into the drainage plan and shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits.

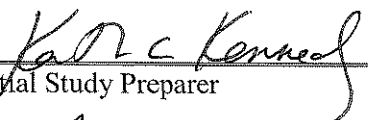
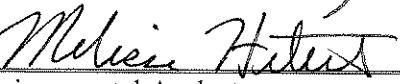
Water Resources – Residual Impact

Implementation of the mitigation measures would further reduce less than significant long- and short-term water resources and water quality impacts.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

	<u>2/2/09</u>
Initial Study Preparer	Date
	<u>2/2/09</u>
Environmental Analyst	Date

EXHIBITS:

- A. Vicinity Map
- B. Project Plans
- C. Mitigation Monitoring and Reporting Program (MMRP)
- D. Historic Landmarks Commission Minutes dated 6/28/06; 7/26/06; 3/21/07; 6/11/08; 7/9/08
- E. Addendum to HSSR prepared by Preservation Planning Associates dated November 9, 2008
- F. Geologic Hazards Report prepared by MNS Engineers, Inc dated April 8, 2004
- G. Sound Impact Analysis Report prepared by Newson Brown Acoustics LLC dated November 20, 2008
- H. Preliminary Hydrology Report and Drainage Study prepared by Tri-Net Engineering dated Dec. 9, 2008
- I. Addendum to Sound Impact Analysis Report prepared by Newson Brown dated January 27, 2009
- J. Applicant's project description letter dated January 30, 2009

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request:

Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (Association of Environmental Professionals, June 29, 2007)

California Environmental Quality Act (CEQA) & CEQA Guidelines
General Plan Circulation Element
General Plan Conservation Element
General Plan Land Use Element
General Plan Noise Element w/appendices
General Plan Map
General Plan Seismic Safety/Safety Element
General Plan Update 2030: Conditions, Trends and Issues Report
Geology Assessment for the City of Santa Barbara
Institute of Traffic Engineers Parking Generation Manual
Institute of Traffic Engineers Trip Generation Manual
Local Coastal Plan
Master Environmental Assessment
2004 Housing Element
Santa Barbara County Draft Updated Solid Waste Thresholds
Santa Barbara Municipal Code & City Charter
Uniform Building Code as adopted by City
URBEMIS 2007 Version 9.2.4
Zoning Ordinance & Zoning Map